

IT WAS DECLARED NO RACE.

THE HALF-RATERS FAILED TO FINISH WITHIN THE TIME LIMIT.

MR. BRAND'S SKILFUL HANDLING OF SPRUCE IV TOOK THE LEAD FROM THE ETHELWYN.

The tiny boats Spruce IV and the Ethelwyn, which were started yesterday for the international challenge cup, failed to finish within the five-hour time limit and it was declared no race. The wind was blowing about five knots an hour in the early morning, but at 11 a. m. it died out entirely, and it was necessary to postpone the start. A breeze came over, however, from the Connecticut shore, about 12:30 p. m., and the midgits were enabled to start soon afterward.

The preliminary whistle was sounded from the regatta committee's steamer, Commodore E. C. Benedict's flagship, Onondaga, at 12:45 p. m., and the preparatory signal ten minutes later. The course was triangular, two miles to a leg, to be sailed twice over, making a distance of twelve nautical miles.

There was little difference in the seamanship displayed in the jockeying before the start, and when the starting whistle sounded the boats crossed the mark on nearly even terms, the American boat appearing to have a trifling advantage.

The compass course for the first leg lay by N. by W. and the second, N. W. and the third, S. by W. W. by W., which made the sailing course a run, a broad reach and a close reach, the wind blowing light from the southwest.

After crossing the line the Ethelwyn took the lead, and went around the first mark without special incident, followed by the Spruce, the official time being, the Ethelwyn, 1:43:31; Spruce IV, 1:44:02.

The Ethelwyn increased her lead after passing the first stake boat and continued to leave behind the gallant little challenger until after turning the second mark, which was rounded by the Ethelwyn at 2:36:12, followed by Spruce IV at 2:37:09.

Just before 3 p. m. the Ethelwyn tried to cross the bow of the British boat, but Mr. Brand reached the point first, and compelled the Yankee boat to go about on the starboard tack while the English boat held her course, receiving a slant of the wind which gave her a momentary advantage, which was improved to such an extent that the British boat soon broad on the weatherbow of the Ethelwyn.

From this point in the race the seamanship displayed on board Spruce IV was much better than that on the American boat. The Englishman took advantage of every breath of wind and hugged the shore whenever the course led him that way.

Spruce IV turned the goal on the first round at 4:20:08 and the American boat at 4:23:10. On the second round Spruce IV turned the first mark at 4:47:48 and the Ethelwyn at 4:48:39. The Ethelwyn gained to the next mark, which was turned by the challenger at 4:53:12, and by the defender at 4:53:25. The wind died away, and both boats were nearly becalmed. It was then that the committee decided that there could not be a race under the circumstances, and the boats were about one and one-half miles from the finishing line, Spruce IV being about six lengths to windward.

A CLEAR COURSE FOR THE NEXT RACE.

EX-COMMODORE SMITH FAVORS MAKING AN APPLICATION TO CONGRESS.

The necessity of having a clear course for the next international yacht race was insisted on by ex-Commodore J. D. Smith, chairman of the New-York Yacht Club's Cup Committee, in an interview with a Tribune reporter yesterday afternoon.

"In order to secure such a course," he said, "it might be necessary to apply to Congress and have the matter laid before the Congressional Committee on Navigation. The Regatta Committee of the New-York Yacht Club could not have some authority laid down for the excursion boats on the course on race days. At any rate, it would do no harm to see what Congress could do in the matter, and both parties would be satisfied."

DR. JOHN S. YOUNG.

Dr. John S. Young, formerly Deputy Health Commissioner of Brooklyn, died at his home, No. 139 Adelphi-st., on Monday night after an illness of five months. He is survived by a widow and three sons. The eldest is Dr. Thomas P. Young, a Brooklyn physician. Dr. Young died on November 27, 1852. He was graduated from St. John's College, Fordham, in 1851. He at once entered upon the study of medicine, attending the lectures of the College of Physicians and Surgeons, New-York. When he was graduated from that institution in 1854 with the degree of M. D., his alma mater conferred on him the degree of A. M.

DR. YOUNG began the practice of his profession in Brooklyn, where he had resided. He soon became a prominent figure in local medical circles, and made many friends. He was for eight years secretary of the Kings County Medical Society, and afterward vice-president of the same organization. Dr. Young became secretary of the Health Department in 1886, and two years later became Deputy Commissioner, which place he held until the advent of the present Commissioner. For many years he had been consulting physician to St. Mary's Maternity, in Dean-st. He was a member of the Medical Society, the Union Medical Society, the New-York Club, the Caledonian Club, the New-York Yacht Club, and the New-York Athletic Club. The funeral will be held at St. James's Pro-Cathedral.

JOHN BOOTH.

John Booth died on Monday at his home, No. 60 Back-st., after a brief illness from disease of the kidney and liver. He was born in Aberdeen, Scotland, on December 13, 1839, and before coming to the United States, in 1867, he carried on an extensive insurance business in Aberdeen. After coming to New-York he soon entered into partnership with his brother William and built up a large trade in granite under the firm name of Booth Brothers. Among the large contracts that he filled were those for the granite monument, the St. Louis Postoffice and the Boston Courthouse. Mr. Booth was a member of the St. Andrew's Society, the Caledonian Club and the New-York Yacht Club. He was unmarried. The funeral will be held at his home at 10 o'clock this morning.

THE REV. HENRY D. BEEGLE.

Asbury Park, N. J., Sept. 24.—The Rev. Henry D. Beeble died last night at his home in Ocean Grove, aged about eighty. He was formerly a member of the New-York Methodist Conference, but resigned the ministry twenty years ago to take charge of the business of the Ocean Grove Camp-Meeting Association. Ocean Grove owes much of its prosperity to Mr. Beeble's management.

THE REV. J. C. RUGGLES.

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NO RESTRICTIONS MADE.

ANOTHER DISPATCH FROM MR. ROSE.

TALK ABOUT THE POSSIBILITY OF BUILDING A NEW AMERICAN BOAT TO MEET THE DISTANT SHORE.

C. D. Rose, the latest challenger for the America's Cup, yesterday sent another cable dispatch to the New-York Yacht Club, as follows:

London, September 24, 1895.

J. V. S. Oddie, Secretary N. Y. Y. C., New-York:

Your message received. I confirm personally challenge sent through Royal Victoria Yacht Club in my name. Contradictory letter will follow immediately, and I make no restrictions as to conditions.

CHARLES ROSE.

Commodore S. Nicholson Kane, who came in from Newport as the cable was being put up on the bulletin board, renewed his expressions of pleasure at the receipt of the Rose challenge. Asked if another yacht than the Defender would probably be built to defend the cup, he thought that it was possible that some ambitious yacht builders might try to improve on the Defender. It was evident that Commodore Kane believed the Defender a masterpiece, which Herreshoff would hardly improve upon.

The article in The Tribune yesterday on the probability that the Prince of Wales is a strong factor in the prompt sending of a new challenger for the America's Cup was discussed at the yacht club with great interest. There is a tendency of the Rose challenge to interest in the sending of a new challenger, not only of the Prince's love of sport, but of his far-seeing policy. As one of the members put it yesterday, "Close as are the English and the American peoples, it needs only some such childish squabble as the one over the late yacht race to put them in a position toward one another where first one thing and then another would engender a feeling very alien to the friendship of the two nations."

A special meeting of the New-York Yacht Club will be called just as soon as the actual challenge from the Royal Victoria Yacht Club is received. It is probable that the present Cup Committee will make its final report on the Defender-Valkyrie races at the special meeting. A prominent member of the club said yesterday that the effort will be made to have a faster boat than the Defender built for the races of 1896.

J. Gould in the trial races with the Defender, said yesterday: "I do not know whether or not the Defender will win, but I have never talked with him on that subject. He is away in the West at present, and I may be called again the distant shore next year. I think the Defender will be a still faster boat another year."

THE CAMBRIDGE TEAM SELECTED.

CAPTAIN HORAN NAMES THE MEN WHO WILL MEET THE YALE ATHLETES AT MANHATTAN FIELD.

P. S. Horan, captain of the Cambridge University athletic team, left this city for New-Haven yesterday. He will take charge of the team which will meet Yale at Manhattan Field, October 5. Horan expects his men to make a good showing, and he thinks the result of the match will be close. Horan has selected his team as follows:

One-hundred-yard run—G. Gomer Williams, Jesus College; E. H. Widling, Pembroke College.

Three-hundred-yard run—W. Fitzherbert, Trinity Hall; C. H. Jones, Trinity College.

Eight-hundred-yard run—F. S. Horan, Trinity Hall; W. L. Lyons, Sidney College.

One-mile run—W. L. Lyons, Sidney College; H. J. Davies, Trinity College.

One-hundred-and-twenty-yard hurdle (two races, one over elders and the other over juniors)—W. L. Lyons, Sidney College; W. F. Fisher, Trinity College.

Throwing sixteen-pound hammer—A. B. Johnston, Pembroke College; J. E. Watson, Trinity College.

Putting sixteen-pound shot—J. E. Watson, Trinity College; E. B. Johnston, Pembroke College.

High jump—J. E. Watson, Trinity College; E. B. Johnston, Pembroke College.

Broad jump—W. L. Lyons, Sidney College; W. F. Fisher, Trinity Hall; C. H. Jones, Trinity College.

One-hundred-and-fifty-yard run—W. Fitzherbert, Trinity Hall; C. H. Jones, Trinity College.

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SOME RECKLESS JOCKEYS.

GLARING CASES OF INTERFERENCE AT GRAVESEND.

A FAIR-SIZED CROWD SEES THE SPORT—RESULTS OF THE CONTESTS.

A fair crowd of racegoers availed themselves of the delightful change in the weather and visited the Gravesend racetrack yesterday afternoon. The card was moderately attractive, but the fact that Domino was withdrawn caused some dissatisfaction on account of a report that William Lake-land said as soon as the entries appeared that the horse would not be a starter.

The chief feature of yesterday's racing was the glaring exhibitions of reckless riding in nearly every race. The Tribune called the attention of the stewards to the reckless, foul riding and interference of horses in races at the beginning of the racing season, and has continued to do so throughout the summer. An appeal to investigate foul riding by a leading turfman was indignantly ignored at the Sheephead Bay meeting. Some jockeys apparently feel safe in endangering the lives of others who ride for certain owners. Prejudice appears to have full swing, and the jockeys are evidently the monarchs of the turf.

In the first race yesterday a good start was given to the eleven maiden two-year-olds. Sebastian was off with the leaders, but before ten strides were taken he was cut off and jammed on the rail so quickly that Ballard was forced to pull up the St. Leonards horse, effectively destroying his chances. Sebastian was heavily played to finish in the first three.

In the second race, with only six starters, the foul riding began as soon as the flag was up. The result was that Stoneville was forced to the rail at the first turn so forcibly that one of the posts was broken. Michael Bergen, who rode Stoneville, was severely injured. His leg was cut to the bone just below the knee, and another deep gash extended from the knee to the ankle. Bergen was removed to his home at Sheephead Bay. Perhaps the Jockey Club fund will be depleted by the injury to Bergen. If it is, it may cause some attention to be paid to the reckless behavior of the jockeys.

St. Leonards pulled into Stoneville with Leonard Annetts caused the accident.

Sims denied the accusation in vigorous language, as he was on the outside of the field all the way around the turn.

In the fourth race there was another mix-up on the first turn which proved fatal to whatever chance Annetts had to win the race. Griffin's skill and quickness of action prevented what might have been a serious accident.

Jockeys have often been fined so frequently that they have lost all respect for the racing officials, and look upon them as so many "Hungry Joes," who have only one desire in racing, and that is to mule the jockeys out of every dollar possible. Nothing short of manslaughter, caused by the inexperience of the racing officials, will suppress the foul riding that has marred the racing during the past season. One is the alarming frequency of outrageous interference with the Rancocas horses. Covert insinuations and the guarded expressions of some turfmen, who have venom in cold storage, about Requit, caused some glib men who pose as wisecracks on the turf to look extremely wise and mysterious when they asked innocently: "Did you see Requit?"

Then the wisecracks suggest that Requit may be lame, as a mile in 1:40 by a two-year-old is a nerve-rending, tendon-stretching task. Requit is as sound as he ever was in his life; he worked six furlongs yesterday morning. There has been no race on the programme suitable for the colt, and this accounts for his not appearing in races.

David Glendon created a panic by backing Salvage, who opened at 10 to 1 in the betting, and went to the post the favorite at 2 to 1. Forum, Carb and Mr. Reel were well supported. Sebastian and Sagamore were bet on to show in the first three. The flag fell to a good start. Salvage, crowding forward the rail, and having a free hand, doggedly pushed his mount out in the lead and was never afterwards headed. Forum was second and Carb third.

In the second race Leonard was the favorite at 4 to 1 on his chances, and the layers were fairly swamped by the avalanche of odds against him. He was sent in by the men who love to win "sure money." The start was all that could be desired. The Rancocas chestnut encountered a first turn which sent him and Stoneville to the hospital, and the contest was with Ajax and the second race. The Rancocas chestnut, who was the favorite, was sent in by the men who love to win "sure money." The start was all that could be desired. The Rancocas chestnut encountered a first turn which sent him and Stoneville to the hospital, and the contest was with Ajax and the second race. The Rancocas chestnut, who was the favorite, was sent in by the men who love to win "sure money." The start was all that could be desired. The Rancocas chestnut encountered a first turn which sent him and Stoneville to the hospital, and the contest was with Ajax and the second race. 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